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A. S. WATSON & CO., LD.

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SEEDS,

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PER S.S. "SHANGHAI"

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FRESH GARDEN

SEEDS,

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A. S. WATSON & CO., LD.

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Hongkong, 26th September, 1891.

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TO SUBSCRIBERS.

Mr. Fresh—Had a charming sunrise this morning, you know?

Mrs. Peak—Oh? Then where was the card-party?

The present Provincial Treasurer will soon be leaving his post at Foochow (says the Echo) to take up the new appointment which has been given him in the North.

AT THE HONGKONG TRADING CO.
Clerk—All our wedding-presents are sold out, Sir.

Manager—That's good. Order a gross of cradles from the manufacturers.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch Day Spring will call alongside vessels hoisting code pennant G, between 9 and 10.30 a.m. on Sunday to convey men ashore to the 11 o'clock service, returning about 12.30.

Chollie—You look bad, dear boy?

Reginald—Ya-a-s. Proposed to Miss Gentian last night.

Chollie—Wl at did she say?

Reginald—Rate!

VARIOUS devices for increasing the speed and economy of telegraphing have been brought out recently, and it seems not unlikely, says an American paper, that a new era of cheap telegraphy is at hand, when companies can send 100 words for 25 cents and make a handsome profit.

"Do you love me, Jennie?" "I do." "Have you ever loved before?" "I have." "Then, darling, be mine. I've been long looking for a faithful girl. If you have said no, and I afterwards found out that you had, I would have undervalued my confidence in you." "That's what I thought," said Jennie, softly to herself.

Jockey Club Steward—Heard an awful good story just now.

ditto.—So did I, don'tcher know. What was yours?

ditto.—Poa my word, I've forgotten. What was yours?

ditto.—I've forgotten mine too, don'tcher know! Shake!

WHAT the Detroit Free Press thinks must be the shortest speech on record—and that, too, made by a woman—is heard of in Indiana. A woman walked seventy miles to hear a sermon, and the pastor was so pleased at this appreciation he called upon her to tell the congregation how she came there. Rising slowly, she looked them over with great solemnity, and said: "I hoofed it." Then she sat down again.

IN the Police Court this morning Chan Lung, a member of the Great Unemployed, was charged with stealing a passage ticket from here to Singapore, the property of a farmer. It transpired that the prosecutor went to the Emigration office yesterday and had the ticket in his hand, when the prisoner matched it from him, and handed it to another man. The ticket was valued at 6.50. The prisoner, who was so anxious to go to Singapore, takes a branch line just for a month.

A STRINGENT order has been issued to all Magistrates and justices (says our Foochow contemporary) and the arrest of all heads of gambling houses. It is sincerely to be hoped that the edict will be an effective one and result in the total suppression of this terrible vice, which is such a common one among the Chinese. An official visit to the Ningpo Joss House would undoubtedly prove useful, as we notice that gambling is carried on to a great extent in that locality, both during the day and night.

THE Battalion now about to be raised in India for service in Hongkong, is to be known as the China Regiment. Its commandant will be Major E. J. Barrow, 7th Bengal Infantry, Captain Faithful, 33rd Punjab Infantry, will probably be Second in Command, with Captain Retallick, now attached to the 35th Sikhs, as Wing Commander, and Lieutenant Woodcock, 35th Punjab Infantry, and Lieutenant Stewart, 4th Sikhs, respectively; while the following officers are applicants for the post of Wing Officer, Lieutenant Eckford and Bagley, 1st Bengal Infantry, Rowcroft, 35th Sikhs; Watson, 30th Punjab Infantry.—*Fengang Gazette.*

THE sale of Russell & Co.'s launch, *Falcon*, and Mr. Forbes' yacht *Namoi* and *Ariel* at Gordon & Co.'s this afternoon was well attended, and the bidding pretty good. The launch was first put up, and after a little competition went to Blackhead & Co. for \$2,500—a very fair price; the launch is 57 ft. long, with good engines and appointments, but not as young as she was once by about 20 years. The *Namoi*, a very beautiful yacht, was put up at \$500, rapidly advancing to \$550 bids until at \$2,075 Mr. Fullerton Henderson took over about the prettiest craft on the Chinese coast. The *Ariel*, a smaller yacht, somewhat went very badly. Starting at \$500, the next bid was \$600, and that was as far as she could go, being knocked down to the order of Mr. F. W. White, Commissioner of Customs at Pakhoi. Two small boats went off at moderate prices.

THERE are many strange anomalies, says the Sydney Bulletin, in the legal rig of New South Wales. Nobody is allowed to practise unless he first passes the matriculation exam. at the University, and then serves five years under the articles to a practising solicitor. In all the better class offices the solicitor charges on an average, say, 20 guineas premium to each article clerk; he pays them no salary or weekly fee, but he pays them a time. Consequently, he makes a steady income of about 10 guineas per annum; he gets his work done gratis; and the system, if worked for all it is worth, admits of the whole gang of solicitors' trebling in numbers every five years. English and Irish solicitors, and Writers to the Signet from Scotland, are admitted without examination, regardless of the fact that they know no more of New South Wales law than of the code of Timbuctoo. Scotch solicitors, who pass exactly the same examination in Scotland as do the Writers to the Signet, are not admitted; they have simply to start life afresh by going through the matriculation exam. and being articled over again. The cause of this amazing foolishness has never been explained, but the Scotch solicitor pays a small fee in his own country, and the Scotch writer a very large one, and probably the New South Wales legal profession grovels by instinct to the man who pays the big fee. Mr. Clerk's bill, providing that anyone may become a lawyer so long as he proves on examination that he knows law, is an astounding innovation, for many reasons—among others, because, under the present system, the solicitor is not required to prove that he knows law to any extent. He has to know all sorts of other useless information, but with the code itself he has very often only a slight acquaintance. It is an item that has been forgotten somehow.

THE bosoms of our seven German friends should swell with pride when they read, mark, learn and inwardly digest the special correspondence from Siam, which is published in this issue.

Bar boy—Missy Jugg, you pay one dollar coin too-light.

Old Jugg—Boy, it's quits. Thadrink was too light, also!

EVARIO ROCHA, a boy of fifteen, was charged in the Police Court to-day with stealing a silver watch valued at \$7, the property of Mr. P. L. Plizzoli. The youth went to the house of complainant and asked for money, which was refused; the watch was lying on a table and he stole it. The boy's father gave him a bad character, and he was sentenced to seven days' imprisonment and twelve strokes on the breech before leaving.

THE Foochow Echo says that it is gratifying to observe that for the last five months while all the treaty ports in China have been more or less in danger—some in actual trouble resulting in loss of life, others in a state of apprehension of trouble which the presence of a war vessel would have allayed—the British Squadron has been enjoying itself salmon fishing in Japan! We protest against the way in which this port is left without protection. It is true that on the two occasions of the late scares a gunboat was promptly sent at the urgent request of H. B. Consul, but this is not sufficient. We ought to have a gunboat here permanently, or at any rate until the peace of the Empire is assured.

LORD RANDOLPH CHURCHILL has been burned in effigy by the Boers on account of his reflections on them and their country. We are readily surprised that the Boers thought it worth their while to take the slightest notice of Lord Randolph Churchill's reflections or opinions. Without any exception whatever, this lord by courtesy is the weakest and most contemptible figure in the whole range of European politics. He is a worthy descendant of Jack Churchill, the greatest military genius of his age, and the lowest and most contemptible blackguard that disgraced the reign of "good Queen Anne."

Lord Randolph Churchill has been playing the rôle of journalist in South Africa and sending letters to the Daily Graphic. We have read those letters, and our only regret is that they were not sent direct to the China Mail. "Randy" and the missionary "rag" fit each other like a glove. And here endeth the first lesson.

ONCE upon a Time there was a Typhoon walking about the Peak seeking whom it might devour. And it came across an Owl. And the friends and advisers of the Owl said "Be quick and get away or you will be in a Mess!" But the Owl was a steady-going sleepy-headed member of the Sanitary Board, and said "It is no use making a great fuss about nothing; things are very satisfactory as they are and it is a mistake to get excited." Then the Typhoon got foul of the bird and mixed it up a bit. At last the Owl said things were all right, and moved "that the Board approve of the situation." Then the Typhoon hit the Owl on the back, and whisked his tail round to an angle of 45, and tangled up his stunk-hoof with his off-side flipper, and stuck him in the mud, wrong side up (with care, not to be stooped near bottom). Then the Owl winked sleepily and said "It is all right, there is nothing to be concerned about and it is a pity these things get into the papers." And the last that was heard of that poor unprogressive Sanitary Owl was a solemn protest against improvement, sounding like "Whiddly-biddy, I'm all right!"

SEVEN COUNSELLORS.

One said: "To one great end. Let all thy powers tend; Be thou not drawn aside; In that excel! Wouldst thou accomplish much, do one thing well."

The next: "Scorn thou to move Within a narrow groove; Wouldst thou accomplish much, be broad of soul!"

To know all good should be thy longed-for goal."

A Third: "Oh, doubting heart! Scorn thou the coward's part! Dash bravely forth to meet the coming strife! Ay! braving storm and whirlpool, live thy life!"

Then spake a Fourth: "Yet wait Before that said 'Too late'! Let caution guide thy steps; pause thou and think!"

Bid forthright, wisdom, meet thee the brink!"

A Fifth: "Up! Yield thou not With meekness to thy lot! Content is sloth; high souls should still aspire. Fan every spark of old Prometheus fire."

The Sixth: "Serene, content, Accept what Fate has sent."

Speak, Seventh Voice! and tell me—"wildered wight— Which of my six sage counsellors is right."

Peace-loving Fontanelle, As olden records tell, To seal the lips of Ghibelline or Guelph, Cried: "All the world is right!" and surely was himself.

—America.

Oh that I had the wings of a dove! then would I fly away to Saigon and be at rest. For they have nice quiet times there, and news is easy to get. You can fill up your paper without having to go further than your office door, and so you save no end of ricksha fares. Here are a few items:—

Mr. Bourgeois is editor of the *Avanti*, and says what he thinks. Captain Masie, being tried, demanded from Mr. Bourgeois an apology or—Mr. B. refused to apologise, and so the order was given, "Pistols for coffee and two for one" in orthodox French style. The shooting was to be introduced by "one, two, three," from the referee, but at "one" Mr. B. pulled the string and away he went. Death to a cow. Then the gallant captain declined to have any more to do with him, and wouldn't touch a noisy firearm at all. Mr. B. entreated him to shoot at the word "three," saying he wanted to let in the Insurance Company; but honour was satisfied, and the umpire called it a draw.

Next, Mr. Delpit and Mr. Bourgeois had a "gentle and joyous passage of arms." (That is why Mr. B. was so anxious to be put out of his misadventure in one way, apparently.) On the way to the slaughterhouse Mr. Bourgeois lost his finger, and called him a *scow* (insulting jargon), and his journal a beastly *morbid* rag. (Mr. Bourgeois was a theatrical man.) But Bourgeois was too busy to attend to him then. The double event was ultimately brought off satisfactorily.

The same day Mr. Margallian sued Mr. Mathomet for a trifle of ten thousand francs damages for a couple of scratches received in an affair of honour. The Court awarded him one franc and costs.

As before remarked, "Oh—had I the wings of a turtle-dove, I'd spread my broad plumes and fly!"

THE Singapore Free Press learns by private advices from Madras that a serious railway accident has occurred between Bangalore and Mysore. Filla's Circus was proceeding to Mysore in three special trains, one of which came into collision with a goods train. Several deaths are reported, but it is not yet known whether any of the chief performers of the Company have been killed.

OUR prestidigitator friend (good word, that, preli-.....) Professor Jensen, the Wizard of the North, is well on his way to Hongkong for Bangkok. He has been staying here a few days, mostly because he likes the Isle of Fringed Waters. He takes a professional interest in watching the juggling of various Government officials (not to say all of them) and assures us they are but clumsy bunglers. He does it much more scientifically, so that it is quite a pleasure to see him. Can't say the same of the other conjurers. It is a pity he will not show here, for he is always well worth seeing; but evidently he has studied the financial condition of the colony better than Des Voeux did. We wish him good luck in Siam and a prosperous voyage to India.

A TRADESMAN was recently arraigned in a certain Scotch town on the charge of cutting down a tree in the back-garden of the house which he tenanted, without having obtained the consent of the landlord. The Bailie who was on the bench chanced to be a pompous, self-opinionated old gentleman, fond of hearing himself speaking. "What way did ye cut down the tree?" the Magistrate inquired sharply, addressing the accused. "The tree was quite dead and rotten ever sin' I cam' to the house, and as it spelt the look of the garden, I cut it down. Besides, I didna ken it was any harm, or I wad have let it alone." "That'll no dae, my man," said the Bailie, severely, "ye say ye didna ken that it was wrong; but ignorance of the law is nae excuse for any man." "Weel, Bailie," replied the culprit, gravely, but with the ghost of a sly humorous twinkle in his eye, "if that's the case, it's ye hard on the bairn o' us!" Dismissed with an admonition.

MERCANTILE MARINE OFFICERS ASSOCIATION AND MR. WILTSHIRE.

Last night the British Mercantile Marine Officers Association of Hongkong held a meeting to which Mr. Wiltshire had been invited, as an associate member (he being a member of the London Association) for the special purpose of laying his case before them with a view to combined action of some sort.

For some reason or other Mr. Wiltshire failed to put in an appearance, although he knew perfectly well that the meeting was to be held, and had himself told several people about it, and said he would certainly be there. But he never turned up, nor even sent a note of explanation. This most extraordinary conduct naturally had a fatal effect on the prospects of success for Mr. Wiltshire's cause. While the members, who had come solely for the purpose of hearing Mr. Wiltshire, were waiting for him to turn up, the case was discussed as well as it could be in the absence of the central figure himself. The general feeling of the meeting was that the Association ought to do something, but whether by providing funds for further legal proceedings, or by some other means, it was impossible to decide without Wiltshire's presence. The members present regretted the loss of several comments in the *Hongkong Telegraph* on the Association's inactivity in the matter as well as that they could not do anything until Mr. Wiltshire was before them, which was impossible while he was in prison, and now he apparently did not think it worth his while to come. His failure to appear in the more ungracious and disappointing, as some of the officers were very strongly in favour of taking action, in the interests of the Mercantile Marine, though Mr. Wiltshire personally was hardly known to any of them. It is plainly to the interest of the Association to take the case up, if anything can be made of it, and Mr. Wiltshire's unaccountable conduct is unfair to them and hampers their self-defence, besides being for himself so ungrateful, that it has damaged his cause more than anything else that he could have done. If he will not take the trouble to come forward and state his grievance, it is not likely that his friends will care to go ahead in spite of him, and the Association has done as much for him as it could in calling the meeting and inviting his attendance. They can now only look to their own interests in the matter; if they cannot take action to protect themselves, they cannot rely on his help

(Messrs Murray, Campbell & Co.) has been opened than the tranquility of the railway-man's sanctum. The railway was disturbed by the enactment of an extraordinary and wholly unexpected scene. It should tell you that on that day, when I was in the office we walked in the hall prior to being invited into Mr. Bethge's private office, which we entered, and after seating ourselves as best we could—there were only three or four chairs for nine of us—Mr. Bethge took up the uppermost of the two tapers lying before him and opened it. It turned out to be from Messrs. Murray, Campbell & Co., of Singapore, and contained a cheque for \$5,450 (i.e., £1,000; the amount of deposit required with each tender). The tender was then unfolded and examined with the result that *Tientsin* 9744,425 (£950,000) was announced as the total amount for which the Singapore contractors are willing to build and equip the line.

At this juncture Mr. Bethge turned to Sir Andrew Clarke's representative, Mr. Blech, and said:—"Are you going to deposit a tender?" To which the latter replied in the negative, adding that he would offer no tender in accordance with the conditions drawn up by him (Bethge), but that his principal's tender for the whole line, in sections, had been deposited with the Minister for Foreign Affairs long ago, and was, *de facto*, then lying on the table. This statement led to a long and animated discussion in which Mr. J. Hutchinson interposed and suggested to the now excited Tientsin that it would be to his advantage to permit the public to be present for his (Bethge's) own protection, if for no more exalted reason. Mr. Bethge did not agree with the King's officer, however, and asked him what right he had to be present, to which Mr. Hutchinson replied:—"As one of the officers of the P. & O. Co., and a servant of H. M. the King, I would suggest that you take the advice of your secretary, Mr. Rosving, as to the usual procedure on such occasions, prior to causing us to retire." This made matters worse if anything, for the pallid countenance and flashing eyes of the Director-General were at once turned towards Mr. Blech whom he threatened to have "removed" by the usher. Then, turning to Mr. Lenz, whom he was understood to describe as "a Privy Councillor of H. M. the Emperor of Germany," asked him if he had any objection to the presence of the general public. The latter, who spoke in German, was understood to say that he did object to Sir Andrew Clarke's and Messrs. P. & O. Co.'s representative being present when his syndicated tender (the second cover) was opened. That settled perditional Albion's "hash," and the ukase speedily went forth from the "railway king":—"You'll have to go out, then. No one has any right here but those who have submitted tenders." The Englishmen present, therefore, with the exception of Messrs. Murray, Campbell & Co.'s representative, Mr. Hickey, left the room, including Mr. Bethge's representative, after protesting against the illegal nature of Mr. Bethge's conduct of the business—the Britons defeated by a cock on his own dunghill, which is generally considered as no real test of the powers of either of the contestants. Mr. Beckert, of H. B. M. Consular Service, has, presumably, lodged a protest with the Minister of Public Works, H. R. H. Krom Kuhn Narisaranavatu Wengse, through our Minister, Captain Jones, V.C.

Q.—But what was your *raison d'être* for being at the meeting?
A.—As a matter of fact I was invited to be present by the Minister of Finance when I visited him with Mr. S. L. Shaw the day before. Prince Narai being Mr. Bethge's superior in both birth and office I submit that the latter had—apart from the undoubtedly public nature of the proceedings—no excuse for arrogating to himself all the powers of an autocrat; riding, as he did, roughshod over universally accepted rules of procedure in respect to the opening of public tenders for public works. His conduct was not in keeping with his position, either as a gentleman or public officer, but might have been comely enough in a Czar of all the Russias, or a Sultan of Turkey, or the King of the Sandwich Islands.

Q.—Just so, I fully concur with you. But what is the length of this railway over which such a hubbub has arisen?
A.—168 English statute miles.
Q.—What is the Singapore firm's tender per mile?
A.—About £5,450 per mile.
Q.—And the German tender, how much is that in the aggregate?
A.—About two and a half millions of *thaler* more than that for which Messrs. Murray, Campbell & Co. have tendered.

Q.—Was Mr. Bethge really very excited; did he show impetuosity or disappointment?
A.—Mr. Bethge fairly trembled as soon as he saw the low figure at which the English firm tendered. He lost control of himself and his true nature came to the surface.

Q.—Do you think that about £5,450 per mile is cheap?
A.—Yes, it is a very reasonable offer, indeed.

Q.—Is it true that Mr. Lenz is a *bona fide* Privy Councillor of H. M. the Emperor of Germany?
A.—He is not. I can't quite make out his status, but he appears to be a member of a sort of Board of Commercial Advisers to the German Government which owes its origin to Bismarck's schemes for the expansion of German commerce.

Q.—When will the Government allot the contract?
A.—I am of opinion that the Government will not delay their decision, which, I should say, will be in favour of the English tender, guaranteed as it is by such an illustrious firm as Jardine, Matheson & Co.

That the scene above described is a disgrace to Bethge and calculated to bring the Government that employs him into disrepute and contempt there can be but little doubt. Furthermore the Government should lose no time in publishing the name of the successful tenderer as also that of the second competitor, added to some important facts respecting those who are to blame for what can be termed a railway tender fiasco. (Since this was written it has been announced that the Singapore firm obtained the contract.—E. H. K.T.)

So much for the railway business, & *gratia*, so let us turn to the

ANNAM-AM FRONTIER.
Whether Prince Pratchak has gone as Special Commissioner, taking with him a small body of troops, his family, a lot of poultry and, it is said, half a dozen Hotchkiss guns. He will be Governor of the Central Laos provinces, the eastern boundary of which is contiguous with that of Annam. Thus Siam has made the first move towards asserting her sovereignty in the valley of the Mekong or, as some conjecture, she has taken a step which is bound to lead to grave consequences with France at an early date. Special Commissioners will shortly leave for Bhamo, Khorat and Luang Prabang on missions of a precisely similar nature to that on which Prince Pratchak has gone. Nong Khai will be Pratchak's headquarters. It is time the Siamese did something towards "occupying" the Mekong Valley, but the question is whether they are not too late. Time will show.

THE CAMBODIAN REFUGEE.
We hear next to nothing about the Crown Prince of Cambodia who fled to Bangkok as soon as the French coolly "begged" his old papa. That it would have been better both for the self-apparent and the Siamese had the

young refugee gone to Singapore or Hongkong instead of being the guest of a Siamese magnate, we cannot, I submit, be any doubt, for reasons which must be plain to all politicians worthy the name. But more of this anon, when I deal with the political affairs of Siam and the Far East generally, both in the interest of Oriental States and those whose commercial interests will be jeopardized by any sudden outbreak of war in the Far East.

SOCIALLY.
Things are improving here, to a certain extent. Cliques are being smashed up; there is some talk of a Bangkok Race Club; and as to the thousands of gambling "hells" in this city and suburbs—which led a friend of mine to speak of Bangkok as "the Monte Carlo of the Far East"—they have been reduced in numbers lately, though they are, it must be stated, still far too numerous. The *Tientsin* lottery is in full swing, the *Lotto* and *20-22* days of inquiry. The strong Chinese element in Siam of course makes the total suppression of the vice and Celestial iniquities a practical impossibility.

And old resident of Hongkong,
MR. C. H. SCHMIDT,
left us a few days ago. He was at one time Manager of the Oriental Hotel here, but resigned on account of ill-health. On the eve of his departure he was right royally entertained at a banquet which owed its origin to Mr. Charles Heck, also an old Hongkong resident, of the Electric Light Co.'s Service, and Mr. Balfour of His Majesty's Navy.

Plates for 25 were provided and a well-trained naval band, whose services were courteously granted for the occasion, discoursed music throughout the entire evening. Mr. Balfour proposed "four great ones" in the toast, the dinner speeches which very few men know how to deliver. "The guest" when he arose to reply, being greeted by an ovation. Speech followed speech in rapid succession, Messrs. Lawson, Smart and Heck being conspicuous as well for their verbosity as for the original ideas conveyed, until the time came for dancing and singing, which was carried on until early in the morning when "old Schmidt" was escorted on board by a score of as jolly good fellows as could be found in any part of the world, not excluding your "Island home"—your "Gib" of the Orient.

SUPPOSED MURDER OF A EUROPEAN IN SINGAPORE.

Two arrests have up to the present been made in connection with the supposed murder on the *Ban Whatt Hin*, but the police have been able to trace the alleged perpetrator of the deed and entertain hopes that they will speedily be able to bring him to justice. From further inquiries we learn that on the night of the 21st inst., the Chief Engineer, Mr. Robert Hannam, and the deceased were talking upon the deck of the ship, about eleven o'clock when they heard a noise in the European galley. Upon this the second engineer remarked that he was going down to stop the row, and left the Chief Engineer, who shortly afterwards heard a few high words and sounds as of blows. Then he heard the galley door shut. As the second engineer, Mr. Byrne, did not return, Mr. Hannam went in search of him, finding him in his cabin with his sleeping clothes on. Deceased told him that he had given a "licking" to one of the Malays with a cane because he had lifted a pecker to him when he wanted to turn him out of his sleeping house, and said "we will have peace for one night anyway." Mr. Hannam then went up on deck and shortly afterwards fell asleep, until, about an hour after, he awoke, he heard some one calling out the latter part of his name, as if from the water. He called for a rope, and seeing something about six or eight feet away, he put the rope over the stern of the ship. After that he saw nothing, or he would have jumped overboard himself. But to go back again to where the Chief Engineer came on deck and fell asleep, it appears that about an hour afterwards a party of three Bengalis came on board, and they were rather surprised to see, when they got as far as the fore-hold, three Malays, with sticks, seated on the hatch, and one of them bleeding from beneath the right eye. On one of the Bengalis asking what was the matter he was told that the second engineer had flogged the security or quartermaster, and that they intended to go for him as soon as he came out. The Bengalis then went forward into the fore-cabin and paid no further attention to the matter until they saw the second engineer, fully dressed and with a towel on, come out of his cabin, walk along the port side of the ship, and call a sampan to go ashore. At the same time the three Malays were seen to be speaking down the other side of the ship round the far side of the house. Just then they heard a sound as of a heavy blow, followed by a cry of pain from the second engineer, and after another interval a splash as if something had fallen into the water. On going out they then saw a hat floating on the water, and a man, apparently one of the Malays, swimming in the water away from the ship. Suddenly he seemed to change his mind, and coming back to the ship he came on deck and went forward to fetch his baji. At this time another sampan came having on board two Malays from the *Sua Billa*, and a third whom they landed on the *Ban Whatt Hin*; and having landed him they were pushing off when the Chief Engineer awoke. Mr. Hannam saw the sampan going away with the four men, one of whom was the alleged murderer. He then, as above stated, threw a rope over the side, and seeing nothing to do, he went to the second engineer's cabin which he found to be empty and the door locked. Search for the body was made, but with no result, up to the present.

It is said, however, that the body of Mr. Byrne rose to the surface of the water for a moment close to the ship, when the propeller first moved on her usual voyage to the Coast ports. And this afternoon a report was brought to the Central Police Station that the body had been seen floating between two steamers in the Harbour, but up to the time of going to press nothing further had been heard.—*Singapore Free Press*.

EUROPE'S WAR CHIEFS.
GERMAN, FRENCH AND RUSSIAN CAPTAINS.

According to the latest war map of the German general staff—a map published only a few weeks ago—Germany has sixteen strategic railroad lines in order, for the instant dispatch of armies to and beyond the French frontier. It has nineteen bridges over the Rhine, says the *New York Journal*, so that there need not be a moment's hesitation in pushing forward two or three large armies, as it pushed them on in 1870.

It has ten strategic railroad lines ready for sending troops into Russia, and is building four more with all possible speed.

It can send troops to thirteen different points in the Russian Kingdom of Poland and the government of Wilna at once.

It has everything prepared, even to the smallest item of rolling stock, and it has what probably no other general staff in the world possesses, perfect plans for mobilizing two sets of troops at once, one to the north, the other to the east.

Should it succeed in undertaking this great double move, it would present the most magnificent and formidable military spectacle of modern times, and one upon which the whole world would gaze with eyes of wonder and with bated breath.

And who is to succeed to Von Moltke's place, to hurl the thunder-bolts which this patient Vulcan has forged? We find that it is another of those silent, grim, hard-working men of which the German soil is so prodigal, and one who has been little heard of outside of Germany until now.

After Gen. Von Waldersee had occupied the place for a time, and had been removed by the young Emperor's caprice (he is getting into favor again now) there was considerable surprise when Lieut.-Gen. Count Alfred Schlieffen, second, was named for the place. Yet no one could say that it was not a worthy appointment, for Schlieffen had long been identified with the general staff, and knows all Moltke's traditions. He is, as he says of himself, "a quiet, sedate man." When asked for his picture, he said he had had none taken in recent years, and let the matter rest there. He is a worker, not a parade general.

Schlieffen was born in 1833. He was the son of a landed proprietor in Brunswick, and had neither great fortune nor extreme brilliance to recommend him. In 1854 he became an officer of Uhlans; from 1859 to 1861 he was in the war academy at Berlin. In 1864 he was in the topographical bureau of the general staff; in 1866 Rittmeister. By-and-by he became captain in general staff, and then military attaché at Paris.

At the outbreak of the war of 1870 Schlieffen was a general staff officer of the Tenth Army Corps. During the campaign in France he entered the staff of the Grand Duke of Mecklenburg and aided in the operation of covering the Army of the Loire. He received the highest grade of the Iron Cross for his distinguished services.

We then see him successively in the general staff of the Fifteenth Army Corps at Strasbourg, in 72 on the staff of the Guards, in 76 Lieutenant-Colonel and commander of the First Uhlans of the Guard. He commanded this regiment until 1884, after which he became Chief of the Third Division in the general staff. In December, 1885, he made a Major-General, and in 1886 the rank of Quartermaster-General was created, and he received it.

As commander of the First Uhlans of the Guard at Potsdam, General Schlieffen had long been on the best of terms with the present Emperor, and came naturally to his place after the retirement of Waldersee, and after General Von Wittich's chances had been seen to be null. The Berlin press thought that the Emperor would choose Von Wittich, the commander of the Imperial headquarters, but he didn't.

Schlieffen stands in the place where Moltke stood. But where are Moltke's old warriors? Where are the Crown Prince, the Red Prince, Steinmetz, and so many others of famous memory? Gone! and in their stead are men who have yet their campaigns to make.

With some exceptions. That brilliant military leader, the King of Saxony, who fought with such gallantry and success when he was Crown Prince in the Franco-German war of 1870, is still alive, and is justly considered one of the first generals of his time. He is not too old to fight as he fought at Gravelotte and Sedan. His brother, Field Marshal Prince George of Saxony, is another eminent soldier ready for new campaigns.

Then the illustrious Blumenthal, now past eighty, could scarcely be supposed to keep silence in case of war, and his advice would be precious. Blumenthal, the grand old commander of the "Third Army" in France in 1870, is universally recognized as one of the most distinguished strategists of modern times.

General Von Waldersee's talents and engaging personality signal for him a prominent part in case of war. Moltke called him his most brilliant pupil. He is one of those who must be kept down. It is said that he has been selected as one of the commanders to operate with the Italian forces in case of a joint movement of the allies against France.

His frankness in judging of some maneuvers commanded by the Emperor in Silesia last autumn is said to have seriously wounded young Wilhelm, but he appears to have maintained no resentment.

General Verdy du Vernois is an officer of excellent qualities, who rendered great service in the war of 1870, on the general staff. He has since been Minister of War, and would be certain to play a prominent part.

General Schwarzkoppen of Wittenburg is understood to possess great talent. General Von Kalkreuth-Sachsen, the present Minister of War, has had a splendid career, rising in less than sixteen years to be a commanding general. General Lewinski was famous in 1870, and as he is now as he was then. Generals Von Albedyl, Bronsart von Schillendorf, Von Haensisch and Von Meerscheidt-Hollesheim, a favorite of the old Emperor, would give good account of themselves. General Leutze, the only commanding general in the army who is not a nobleman, is very popular and highly esteemed.

Prince Alexander of Prussia is an infantry general of distinction. He is the elder of the Hohenzollern Emperors. Despite his advanced age, he would doubtless be very prominent in case of war.

In the French armies the staff or état-major is divided into three branches—the staff service, the general staff and the army staff.

Since 1870 the grand general staff has been elaborately planned, and no perfect has been the secrecy concerning them that no one knows, outside of a certain military circle, whether they are bad or good. In 1890 M. de Freycinet, the present Minister of War, greatly enlarged the functions of the general staff, giving the chief more power of initiative than he ever had before.

General Sautter is sixty-two years of age, although he has the complexion and gait of a schoolboy. He is within two years of the limit of age, but is still vigorous enough in body and mind to act as commander-in-chief of the principal group of armies, which would consist of the troops first mobilized. He has had wide experience in campaigning in the Crimea in 1870, and in the siege of 1871. If the war comes before 1892, he will be one of the most active figures in it.

Directly under General Sautter in the Council of War, are the following Division Generals, several of whom are already known to fame: General Marquis de Gallié, General de Mitrail, General Duke of Auerstadt, General Billot, member of the Senate, General Berger, Military Governor of Lyons; General Thomassin and General Galland. Of these two are worthy of special mention.

General de Mitrail, the commander of the Sixth Army Corps, is one of the most vital and imposing figures in the new French army. He has been selected by general acclamation to second General Sautter with the title of Major-General. At the grand military maneuvers this year he was seen in action, moving two armies, which were composed of the Fifth, Sixth, Seventh and Eighth Corps, commanded by General Davout, Duc d'Auerstadt and General Gallié.

As these men were grouped in the mimic war of the maneuvers, so they will be grouped on the field of actual warfare. Generals de Mitrail and Gallié are both men of great daring and wide

Intimations.

CARPETS CARPETS CARPETS

MODERATE PRICES. HONGKONG TRADING CO. LTD. HONGKONG MODERATE PRICES.

100 DESIGNS TO CHOOSE FROM.

FOR EIGHT DAYS ONLY.

KUHN & CO.'S ANNUAL CHRISTMAS SHOW.

WHICH INCLUDES

A NEWLY arrived consignment from Paris of WATCHES, DIAMOND RINGS, BRACELETS, BROOCHES, EAR-RINGS, STUDS, SLEEVE-BUTTONS, and other high-class JEWELLERY, in all the latest fashions and of the first quality.

This is the Finest and Largest Collection ever exhibited in the Far East, and the whole will be sold at MANUFACTURERS' PRICES.

An inspection is respectfully invited.

Hongkong, 24th October, 1891. [1357]

experience in actual campaigning. Mitrail served in Mexico, was honorably connected with the war of 1870 and the great siege, is a rigid disciplinarian, and an enthusiastic believer in the universal military service now the rule in France.

General de Gallié has been in the army since 1848. As commander of the Third Classiers d'Afrique he took part with the Army of the Rhine in the Franco-German war, and came out of it with the rank of general of brigade.

When Paris and Versailles were at war in 1871, Gallié was one of the most energetic of the subordinates of the Commune and his cruelty in punishing the prisoners was severely criticized.

General de Gallié is one of the first cavalry officers in Europe. He is a handsome man, of elegant manners and large fortune. In Africa he has made several important campaigns, and has been a division general since 1875.

Many of the generals commanding army corps have seen long service in Algeria, and are accustomed to active campaigning. In this respect they are superior to the younger generals of the German army. Some of them, like General de Negrier, have been in Tonquin for years.

Russia has today many generals who have achieved fame within the last fifteen years, and several of them are open in their expression of animosity to Germany.

The present Minister of War, General Vaunois, is an able and adroit tactician. A good many of the men who show so brightly in the difficult time of the war with Turkey in 1878 are dead; the Grand Duke Nicholas is incurably ill; the fiery and impetuous Skobelev is gone for ever.

But men like Gourko, Dragomiroff and Ignatieff are still alive and likely to play prominent parts in a general war. The last-named would be especially useful if Russia should decide to pursue her march towards Constantinople, while keeping Austria and Germany well occupied in other directions.

General Ignatieff is now in his fifty-eighth year. His performances have been more distinguished in the military, and would be so in the future, but none the less important for that. Ignatieff smooths the paths for his harder brethren of the sword, and then comes after them to reap the results. It is not every army which can boast of diplomatic generals. As ambassador at Constantinople he was a power in the eyes of all Europe.

General Count Joseph Vassilyevich Gourko, one of the most distinguished of Russian commanders, was born in 1828. In 1867 the Emperor made him a Major-General, and placed him in his suite. Gourko did not attract much attention in the Crimea, but his magnificent career in the Russo-Turkish war made him world-famous.

At Tirovno and Shipka he won laurels, and the courageous passage of the Balkans by Gourko and his army in the dead of winter has not been excelled since Napoleon forced his way over the Alps. General Gourko has lately had some trouble in consequence of his administration in Poland, but will certainly be called to the front in the coming war.

Of General Dragomiroff the world heard a good deal during the campaign of 1877. He is an energetic and capable commander, full of expedients, quick at meeting and crushing danger, and accomplished. He would be prominent in a new campaign. In the Imperial Guard there are several brilliant Generals who were more or less distinguished in Turkey.

Gen. Louis Melnikoff, the victor of Ardahan and Kars, and of so many campaigns in the Caucasus, is also certain to be marked for a prominent place. The Grand Duke Michael, whose second eldest son was in the Caucasus, is himself no mean General.

Finally, Russia has a host of brave young officers, burning for a chance to distinguish themselves, among whom, however, there is no such genius as the lamented Skobelev.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. A Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

VICTORIA CHAPTER, No. 525.

A REGULAR CONVOCATION of the above Chapter, will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 31st instant, at 8.30 for 9 o'clock precisely.

Hongkong, 31st October, 1891. [1354]

"UNION" LINE OF STEAMERS. FOR SHANGHAI.

THE Steamship

"PORT FAIRY," Captain Starkey, will be despatched as above TOMORROW, the 1st proximo, at Daylight. For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, 31st October, 1891. [1362]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCOW.

THE Company's Steamship

"HAITAN," Captain Ashton, will be despatched for the above Ports on TUESDAY, the 3rd November, at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 31st October, 1891. [1361]

NOTICE.

DURING the Winter Season, commencing 1st November, the BAR DEPARTMENT only of the PEAK HOTEL will be OPEN for BUSINESS.

W. THOMAS, Manager.

Hongkong, 31st October, 1891. [1363]

MIKE COAL MINING COMPANY, (LARGEST COLLIERIES IN JAPAN).

THE Undersigned are always prepared to supply with MIKE COAL in bunkers of the Steamers coming in any place in the harbour at short notice. FRESH COAL always on hand and therefore quality guaranteed.

Contract for supplies for six months or longer can be arranged, and for prices and terms Apply to

MITSUI BUSSAN KAISHA, Sole Agents.

Tel. Add.—"Mitsui" Hongkong.

Hongkong, 31st October, 1891. [1362]

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICETEN CENTS.

Copies ordered from the Office will be charged the usual rate of one cent.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East: THIS IS GUARANTEED. Terms on application.

Hongkong, 24th October, 1891.

NOTICE.

ALL persons having claims against, or who are indebted to the Estate of the late WILFRED CHRISTY, formerly of Amoy, China, are requested to furnish the Undersigned with particulars thereof without delay.

FRANCIS CASS, Amoy, 26th October, 1891. [1364]

THE Undersigned have this Day been appointed AGENTS of the above Company at this port.

THE STRAITS INSURANCE CO. LD., ROBT. BAIRD, Agent.

Hongkong, 22nd October, 1891. [1351]

NOTICE.

WE have this day established a BRANCH of our Firm in Amoy, and have authorized Mr. FRANCIS CASS to sign as Agent.

DOUGLAS LAFRAIK & Co. Hongkong, 10th October, 1891. [1359]

Intimations.

A. S. WATSON & CO., LIMITED.

AN INTERIM DIVIDEND on account of 1891 at the Rate of Seventy Cents per Ten Dollar Share (or 7 per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank on and after the 5th proximo, on Warrants to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants, as the same are only posted to addresses outside of the Colony.

The REGISTER of SHARES will be CLOSED from Monday, the 2nd proximo, till Saturday, the 7th proximo, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order, A. H. MANCELL, Secretary.

Hongkong, 23rd October, 1891. [1353]

A. S. WATSON & CO., LIMITED.

TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given that all AERATED WATER BOTTLES and SYPHONS bearing the Company's Name and Trade Mark are its property solely, and that any Manufacturer using the same or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.

A. H. MANCELL, Secretary.

Hongkong, 18th August, 1891. [1322]

VICTORIA RECREATION CLUB.

NOTICE.

IT is proposed to hold a SCRATCH FOUR RACES about the 14th November, to enable Strokes to pick their crews for the REGATTA. CONDITION.

1.—Entrance Fee \$1 per man.
2.—Course not more than 1 Mile.
3.—Strokes to be appointed by ballot.
4.—Strokes to pick their crews from the list of names.

Entries CLOSE on SATURDAY, the 31st instant, at 5 p.m. when crews will be picked. Will those wishing to row put down their names.

E. D. SANDERS, Hon. Sec.

Hongkong, 27th October, 1891. [1368]

BOARD AND LODGING.

VACANCIES for GENTLEMEN BOARDERS, at 79, Wyndham Street. Apply to

MRS. SWANSTON.

Hongkong, 10th September, 1891. [1309]

YUNG CHUNG & Co. (興順海上), from Shanghai, are prepared to undertake CONTRACTS and JOBS for PAINTING, POLISHING, DECORATING and all descriptions of ORNAMENTAL WORK in Houses, also for making CABINETS and FRENCH POLISHING FURNITURE, and solicit the kind patronage of the Public. All Orders will be promptly, faithfully and satisfactorily executed. Best Materials and Superior First-class Workmanship in neat and best style guaranteed.

No. 15, Wellington Street.

Hongkong, 1st October, 1891. [1269]

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Walls, Ceilings, Wooden Ornamentations, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and brick. White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sold in casks of about 45 lb. net. Price 8 cents per lb.

For further particulars, apply to SCHEELE & Co., Sole Agents, No. 16, Stanley Street.

Hongkong, 2nd December, 1890. [144]

FIVE HUNDRED DOLLARS REWARD.

A REWARD of \$500 will be paid to any person supplying information that will lead to the discovery and identification of a Chinese girl named LI AFAT, who, in or about the month of September, 1888, was resident at St. Francis Street, Wanchai, in the house of JOHN MINHINETT, an overseer in the Hongkong Public Works Department, under the protection of a Chinese kept woman named WONG AH NGAN.

LI AFAT is about 20 years of age, and according to a declaration made by WONG AH NGAN at the Magistracy, she was returned to her mother about three years ago—presumably to some village in the Kwangtung Province, where it is stated she died a short time afterwards.

On the other hand JOHN MINHINETT deposed on oath in the Supreme Court that LI AFAT was sold by WONG AH NGAN and that he was present in his own house when the purchase money was paid; and it has since been reported that the girl was taken to Singapore for immoral purposes.

A Reward of \$250 will be paid to any person who shall produce reliable evidence, showing that LI AFAT was returned to her mother, in or about September, 1888, and afterwards died as alleged.

Apply to THE EDITOR, The Hongkong Telegraph, Hongkong, 29th August, 1891. [1169]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 48, Queen's Road Central. [186]

Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, October 31st.

Since we last wrote, the October settlements have passed off most satisfactorily, of course, making allowance for the admittedly all-round unprecedently depressing state of affairs existing in commercial circles. The share business during the week has been almost entirely confined to a cash basis, and consequently very little has been done. Although the tendency of our leading stocks is still on the downward track, there are indications, according to leading operators whose opinions are always valuable, that the bottom has nearly been reached and that a boom may safely be looked for in the near future. We trust such may be the case, but we can find no indications to warrant any confident prediction in that direction, as general business is radically unsound in the colony, and unfortunately, future prospects are the reverse of encouraging.

During the week Bank shares have changed hands at 158 per cent. premium for cash, also at 150 for December and 162 for January, the stock closing steady, with cash buyers at 158. The Bank of China, Japan and the Straits scrip has been done at 14 for cash, (old and new), and 133 for December. There are now sellers for cash at 133, cum all. In the National Bank of China's shares there are buyers of Founders' at \$230 and of ordinary scrip (50-paid up) at 55 per cent. discount.

In China Traders some sales have been booked at 62, and there are now sellers at 61. Cantons have found buyers at 105 and continue in strong demand at that figure. With the exception of a few transfers of Yangtzes at 100, nothing else in Marine Insurances has been reported.

In Fire Insurances not a blow has been struck since our last report. Hongkong's are freely offering at 315 and Chinas at 87.

There has been a good deal of talk during the week, about Steamboats, but we have been able to verify only a very insignificant amount of legitimate business. Small sales of this stock have been made at 35 for cash and 36 for December, but there are sellers at these rates, and what looks remarkably like an attempted "boom" in Steamboats hasn't come off. Chinas and Manillas are at present out of favor at 53, but there are buyers at 50 to a considerable extent. Indo-Chinas are hardly so firm as when we last wrote; shares are offering at 28 per cent. discount, but buyers stick fast at 30, and consequently nothing has been done. The Douglas Co.'s parchment continues weak at 36 per share.

Docks have steadily declined since our last report, and are now offering at 74 per cent. premium, shares having been negotiated at that rate for cash. We gave our readers a rather strong indication some weeks ago that Docks would most probably find a lower level in the quotation list, and our prediction—as invariably has been the case for many years past in Share matters—has proved absolutely accurate; but we are bound to admit that we are not acquainted with any tangible reason why the rate is lower to-day than it was a month ago.

Fenwick & Co.'s shares have been dabbled in at 14, and are in strong demand at that figure. This is the cheapest scrip in the market at the present time, and when the management is altered—Fenwick & Co.'s Consulting Committee are—what?—and business men take the places now filled by twaddling old women, there will be some prospect of the confiding shareholders reaping the benefit of their, so far, misplaced confidence. As Fenwick & Co. Limited will form the subject of a special editorial in the Hongkong Telegraph during the ensuing week, it is unnecessary to deal further with the Company to-day.

Punjoms, if not exactly dead, are nearly so. And they still remain the mystery of the Hongkong Share Market. Business has been done at 23 and 24, and at the latter rate shares are on offer. Punjoms are worth 245 a share—or they are worthless. Raubhs have been placed at 50 cents, and the stock is decidedly out of favor at any price. Imuris scrip has been dealt in at 88, and there are further buyers. We are sorry for the buyers, if they belong to the legitimate order. This is the one Company with shares on our market about whose bond fides a grave doubt exists; until that doubt has been removed, too much prudence cannot be exercised by those financially interested.

Charbonnages have attracted considerable attention of late. Sales have been booked at 310 for cash, 315 for November, and 320 for December, and shares are offering at all these rates. The history and prospects of this most disappointing of local Companies will shortly be critically dealt with.

China Sugars, after transfers at 169 and 163, are now in demand at 177. Luzons are injured after at 58.

A. S. Watson & Co.'s scrip continues in great request at 20, but no shares are on the market at that rate.

Land Investments have been done at 74, but just now there is no inquiry after this stock, and it is decidedly out of favor. The Wharf and Godown Co.'s parchment has been made the medium of investment at 65, 64, and 64, and is out of favor at the last named quotation. Ropes have changed hands at 99 and are now wanted at 100.

In other stocks there is nothing to report calling for special comment.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—158 per cent. prem., buyers.

The National Bank of China, Ltd.—on \$2.10 paid up—55 per cent. dia. buyers.

The National Bank of China, Ltd.—Founders' shares, \$235 per share, sales and buyers.

The Bank of China, Japan & the Straits, Ltd.—\$133 per share, sellers.

The Bank of China, Japan & the Straits Ltd.—Founders' shares—\$135 per share, sellers.

Chinese Imperial Loan of 1884—\$2 per cent. premium, sellers.

Chinese Imperial Loan of 1884—\$5 per cent. premium, buyers.

Chinese Imperial Loan of 1886—\$14 per cent. premium, buyers.

Union Insurance Society of Canton—\$93 per share, nominal.

China Traders' Insurance Company—\$62 per share, sellers.

North China Insurance—\$15 per share, sellers.

Canton Insurance Company, Limited—\$105 per share, buyers.

Yangtze Insurance Association—\$93, buyers.

On Tai Insurance Company, Limited—\$150 per share.

Hongkong Fire Insurance Company—\$312 per share, buyers.

China Fire Insurance Company—\$37 per share, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$35 per share, sales and sellers.

China and Manila Steam Ship Company—\$5 per share, sellers.

Indo-China Steam Navigation Company, Limited—\$74 per cent. discount, sellers.

Douglas Steamship Company—\$37 per share, sellers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—\$76 per cent. premium, sales.

Geo. Fenwick & Co., Limited—\$15 per share, sellers.

Hongkong Hotel Company—\$60 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$101.

The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.

The Peak Hotel and Trading Co., Limited—\$3 per share, sellers.

The Shumeng Hotel Co., Limited—\$10, sellers.

Funjong and Sangho Dua Samanin Mining Co., Ltd.—\$4 per share, buyers.

The Raub Gold Mining Co., Limited—\$455 per share, sellers.

Imuris Mining Co., Limited—\$77 per share, sellers.

The Balmoral Gold Mining Co., Limited—\$1 per share, sales and sellers.

Tongqua Coal Mining Co.—\$310 per share, sales and buyers.

The Jeleva Mining and Trading Co., Limited—\$5 per share, sellers.

The Jeleva Tin Mining Co., Limited—40 cents per share, sellers.

London and Pacific Petroleum Co., Ltd.—\$12, sellers.

China Sugar Refining Company, Limited—\$177 per share, sellers.

Luzon Sugar Refining Company, Limited—\$57 per share, buyers.

A. S. Watson & Co., Limited—\$20 per share, buyers.

Cruickshank & Co., Limited—nominal.

Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.

The Kowloon Land Investment Co., Limited—\$10 per share, sellers.

The Hongkong Land Investment Co., Limited—\$73 per share, buyers.

The West Point Buildings Co., Limited—\$25 per share, sellers.

The Labuk Planting Co., Limited—\$9 per share, sellers.

The China-Borneo Co., Limited—\$19 per share, sellers.

H. G. Brown & Co., Limited—\$46 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$66 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$98 per share, buyers.

Hongkong Gas Company—\$120 per share, nominal.

Hongkong Ice Company—\$22 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share.

The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.

The Green Island Cement Co.—\$14 per share, sellers.

The Hongkong Electric Light Co., Limited—\$4 per share, buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High Level Tramway Co., Limited—\$35 per share, sellers.

ON LONDON—Bank, T. T. ... 3/11

Bank Bills, on demand ... 3/11

Bank Bills, at 4 months' sight ... 3/11

Credits at 4 months' sight ... 3/11

Documentary Bills, at 4 months' sight ... 3/11

ON PARIS—Bank, T. T. ... 3/11

Bank Bills, on demand ... 3/11

Bank Bills, at 4 months' sight ... 3/11

On India, T. T. ... 3/11

On Demand ... 3/11

ON SHANGHAI—Bank, T. T. ... 7/21

Private, 10 days' sight ... 7/21

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & C. S. N. Co.'s steamer *Bright*, with the next American mail, left Yokohama on the 30th instant, and may be expected here on the 4th proximo.

THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left Singapore on the 27th instant, and is due here on the 3rd proximo.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Empress of India* left Vancouver on the 25th instant for Japan, Shanghai and Hongkong.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Bombay*, left London for this port on the 4th proximo.

The China Shipper's Mutual S. N. Co.'s steamer *Phlegmy*, from London and Liverpool, passed the Canal on the 23rd instant, and may be expected here at Singapore on or about the 31st proximo.

The P. & O. S. N. Co.'s steamer *Venusta* left Bombay on the 28th instant, and may be expected here on the 14th proximo.

HONGKONG TEMPERATURE.

(From Messrs. Cox, Palmer & Co.'s Register, 72-73)

Barometer—A.M.	Thermometer—A.M.	Thermometer—P.M.	Thermometer—W. (W. bulb)	Thermometer—W. (S. bulb)	Thermometer—W. (S. bulb)	Thermometer—W. (S. bulb)
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75
30.15	75	78	75	75	75	75

CHINA COAST METEOROLOGICAL REGISTER.

30th October, 1891.—At 4 p.m.

STATION.	Lat.	Long.	Wind.	Force.	Weather.
Wanchow	22° 15' N.	113° 15' E.	SW	3	Cloudy
Shanghai	31° 10' N.	121° 45' E.	SW	3	Cloudy
Amoy	23° 45' N.	118° 15' E.	SW	3	Cloudy
Swatow	23° 45' N.	116° 15' E.	SW	3	Cloudy
Amoy	23° 45' N.	118° 15' E.	SW	3	Cloudy
Swatow	23° 45' N.	116° 15' E.	SW	3	Cloudy
Amoy	23° 45' N.	118° 15' E.	SW	3	Cloudy
Swatow	23° 45' N.	116° 15' E.	SW	3	Cloudy
Amoy	23° 45' N.	118° 15' E.	SW	3	Cloudy
Swatow	23° 45' N.	116° 15' E.	SW	3	Cloudy

31st October, 1891.—At 4 a.m.

STATION.	Lat.	Long.	Wind.	Force.	Weather.
Wanchow	22° 15' N.	113° 15' E.	SW	3	Cloudy
Shanghai	31° 10' N.	121° 45' E.	SW	3	Cloudy
Amoy	23° 45' N.	118° 15' E.	SW	3	Cloudy
Swatow	23° 45' N.	116° 15' E.	SW	3	Cloudy
Amoy	23° 45' N.	118° 15' E.	SW	3	Cloudy
Swatow	23° 45' N.	116° 15' E.	SW	3	Cloudy
Amoy	23° 45' N.	118° 15' E.	SW	3	Cloudy
Swatow	23° 45' N.	116° 15' E.	SW	3	Cloudy
Amoy	23° 45' N.	118° 15' E.	SW	3	Cloudy
Swatow	23° 45' N.	116° 15' E.	SW	3	Cloudy

The barometer is rising. Gradually a rather strong north wind. Weather cloudy, cool and dry. (Based on 10 a.m.)

—Barometer reduced to level of the sea in inches, millibars and hundredths.

—Humidity in percentage of saturation.

—Direction of the wind with maximum force.

—Force of the wind in miles per hour.

—State of the sky.

—State of the sea.

—Direction of the surface current.

—Force of the surface current.

—Direction of the bottom current.

—Force of the bottom current.

—Direction of the surface current.

—Force of the surface current.

—Direction of the bottom current.

—Force of the bottom current.

Hongkong Observatory, 31st October, 1891.

Shipping.

ARRIVALS.

DECEMA, German steamer, 961, C. Christensen, 31st October, Saigon 26th Oct., General—Geo. R. Stevens & Co.

LANGLIST, British steamer, 1,554, J. Thomas, 31st Oct.—Proboling 21st Oct., Segar—Jardine, Matheson & Co.

CHING-FING, Chinese steamer, 135, H. Crowle, 31st October, Canton 31st Oct., General—C. E. and M. Co.

CANTON, British steamer, 1,110, T. Sellar, 31st Oct.—Shanghai 27th Oct., and Swatow 30th, General—Jardine, Matheson & Co.

MEIKOO, Chinese steamer, 1,338, W. H. Lint, 31st Oct.—Canton 31st Oct., General—C. M. S. N. Co.

TAIWAN, British steamer, 1,100, O. Anderson, 31st Oct.—Canton 31st Oct., General—Butterfield & Swire.

THIRTY, British steamer, 1,665, L. M. Wilmier, 31st Oct.—Singapore 25th Oct., General—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Amoy, German steamer, for Shanghai.

Halibong, British steamer, for Swatow, &c.

Clara, German steamer, for Halibong.

Ching-ping, Chinese steamer, for Shanghai.

China, American steamer, for Yokohama, &c.

Wooning, British steamer, for Shanghai.

Taiwan, British steamer, for Shanghai.

Pakwan, British steamer, for Swatow.

Kaiting, British steamer, for Singapore, &c.

Per Fairy, British steamer, for Swatow.

Mitsui, Japanese str., for Singapore, &c.

Billorophon, British str., for Singapore, &c.

Mongkut, British steamer, for Bangkok.

DEPARTURES.

October 30, *Chusan*, German str., for Canton.

October 31, *Dorothy*, British bark, for Manila.

October 31, *Palmyra*, British str., for Shanghai.

October 31, *General Warden*, German str., for Yokohama, &c.

October 31, *China*, American steamer, for Yokohama, &c.

October 31, *Sachse*, German str., for Shanghai.

October 31, *Tongshan*, German str., for Swatow.

October 31, *Woonung*, British steamer, for Shanghai.

October 31, *Kuitang*, British steamer, for Singapore, &c.

October 31, *Amoy*, German str., for Shanghai.

Per *Diama*, str., from Saigon—171 Chinese.

Per *Canton*, str., from Shanghai, &c.—Messrs. W. L. Denny, G. R. Agass, Collings, Lint, E. Grant, and others.

Per *Thulu*, str., from Singapore—167 Chinese.

Per *Guthrie*, str., for Timor—Mr. and Mrs. V. J. dos Remedios, Major Raphael, das Deros, Capt. F. Maher, Messrs. L. Cardozo, F. Rosa, G. Sage, Ensign A. E. da Silva, and Sergeant J. da S. Pedro.

Per *Sydney*, str., for Sydney—Miss Roberts, Messrs. E. F. Smyth, R. Kennedy, and E. Shephard.

Per *China*, str., for Yokohama—Mrs. Livingston, Miss Cameron, Miss Bartlett, Master Johnson, Messrs. C. H. Johnson, J. B. Coulton, P. B. Laidlaw, E. B. Shepherd, 3 Europeans, 1 Japanese, and 1 Chinese. For San Francisco—Mr. and Mrs. W. H. Forbes, Messrs. R. Thompson, J. B. Cunningham, 1 European and 3 Chinese.

Per *Amoy*, str., for Shanghai—10 Chinese.

Per *Kuitang*, str., for Singapore, &c.—3 Europeans and 55 Chinese.

Per *Halibong*, str., for Swatow, &c.—100 Chinese.

Per *Clara*, str., for Halibong—10 Chinese.

Per *Ching-ping*, str., for Shanghai—4 Chinese.

Per *Pakwan*, str., for Swatow—100 Chinese.

Per *Mitsui Maru*, str., for Singapore, &c.—448 Chinese.

Per *Mongkut*, str., for Bangkok—10 Chinese.

Per *Billorophon*, str., for Singapore, &c.—246 Chinese.

The German steamship *Decima* reports that she left Saigon on the 26th instant. Had fine weather.

The British steamship *Canton* reports that she left Shanghai on the 27th instant, and Swatow on the 30th. Had moderate to fresh monsoon and fine weather.

The British steamship *Lancet* reports that she left Proboling on the 21st instant. From Proboling, to lat. 18 north and long. 118 east, had light winds and fine weather; thence to port had strong north-east winds with beam sea.

Post Office.

A MAIL WILL CLOSE.

For Bangkok—Per *Mongkut* to-morrow, the 1st Nov., at 9.00 A.M.

For Amoy and Manila—Per *N. S. de Loris* on Monday, the 2nd Nov., at 2.30 P.M.

For Amoy and Manila—Per *Diamante* on Monday, the 2nd Nov., at 4.30 P.M.

For Hainan and Haiphong—Per *Dilla* on Monday, the 2nd Nov., at 5.00 P.M.

For Swatow, Amoy, & Fookchow—Per *Haitan* on Tuesday, the 2nd Nov., at 10.30 A.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Changsha* on Tuesday, the 3rd Nov., at 2.30 P.M.

For Europe, &c., Australia, India, via Madras, and Mauritius—Per *Calcutta* on Wednesday, the 4th Nov., at 11.00 A.M.

For Straits and Bombay—Per *Bermida* on Saturday, the 7th Nov., at 11.30 A.M.

For Shanghai, Kobe, Yokohama, Victoria, and Vancouver—Per *Empress of China* on Tuesday, the 10th Nov., at 11.30 A.M.

For Europe, &c., India, via Bombay—Per *Ravenna* on Thursday, the 12th Nov., at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

BILLOROPHON, British steamer, 1,380, Rorison, 28th Oct., Shanghai 22nd October, and Amoy 27th, General—Butterfield & Swire.

BORHIDA, Italian steamer, 1,499, F. Sisti, 29th Oct.—Bombay 9th Oct., and Singapore 22nd, General—Carlaw & Co.

CHANGSHA, British steamer, 1,463, J. E. Williams, 29th Oct.—Shanghai 24th Oct., and Swatow 28th, General—Butterfield & Swire.

CLARA, German steamer, 675, H. Ipland, 29th Oct.—Halibong 26th October, and Hainan 28th, Rice and Straw—A. R. Marty.

COSMOPOLIS, German steamer, 551, W. T. Schaefer, 29th October—Touzon 24th Oct., General—Wieser & Co.

DELTA, French steamer, 717, Cabonigou, 29th Oct.—Halibong 27th October, General—Messageries Maritimes.

DIAMANTE, British steamer, 514, J. C. Gerard, 29th Oct.—Manila 26th Oct., General—Sheehan & Co.

EDENDALE, British steamer, 1,566, R. Humphrey, 15th October—Kutchinotru 9th October, and Mitsui Bussan Kaisha.

EMPEROR OF CHINA, British steamer, 3,003, Alex. T. T. 28th Oct.—Vancouver 4th Oct., and Shanghai 25th, General—Doddwell, Carill & Co.

FAME, British steamer, 117, Lint Wm. G. Comley, R.N.R.—Hongkong Government tender.

HALIBONG, British steamer, 753, J. Roach, 30th Oct.—Tamsui 26th October, Amoy 28th, and Swatow 29th, General—Douglas, Lapraik & Co.

MILK MARU, Japanese steamer, 2,053, J. B. Macmillan, 23rd Oct.—Mori (Japan), 19th Oct., General—Geo. R. Stevens & Co.

MONKUT, British steamer, 859, Geo. Anderson, 29th Oct.—Bangkok 16th Oct., and Koh-si-chang 18th, Rice and Wood—Yuen Fat-sing.

N. S. DE LORIS, Spanish steamer, 536, C. Luzarraga, 30th Oct.—Hollo 25th October, Spainwood—Bun Moh.

PAKSHAN, British steamer, 835, T. Hamill, 28th Oct.—Bangkok 31st October, Rice and General—Hop Hing Hong.

PANTHER, British steamer, 2,035, Jno. Panten, R.N.R., 11th Sept.—Vancouver 20th Aug., Yokohama 4th Sept., and Shanghai 9th, General—Doddwell, Carill & Co.

PILOT FISH, British steamer, 161, Siopani—Hongkong and Whampoa Dock Co.

PORT FAIRY, British steamer, 3,500, Starkey, 30th October—Hainan 9th Oct., General—Doddwell, Carill & Co.

VERONA, British steamer, 1,876, F. H. Seymour, 26th Oct.—Yokohama 17th Oct., and Manila 26th, & O. S. N. Co.

VORWARTS, German steamer, 612, L. L. Möller, 29th Oct.—Hollo 25th October, Wood—Wieser & Co.

SAILING VESSELS.

A. H. SMITH, American ship, 1,452, Chas. S. Kendall, 12th Sept.—New York 21st May, Kerosene Oil—Hewitt & Co.

CHARLES S. WHITING, British ship, 1,651, J. W. Carey, 11th October—Shanghai 1st Oct., General—Reuter, Brockelmann & Co.

EMMA P. CROWELL, American bark, 1,586, A. S. Pendleton, 29th Sept.—Shanghai 19th September, Ballast—Sheehan & Co.

ERIKOWAN, Chinese bark, 457, Optum Examination, hulk, Stonecutters Island—Chinese Customs.

LOTHAIR, Italian sch., 791, A. Shlafapp, 25th Oct.—Callao 13th August, Ballast—Consalves & Co.

MARIA, Spanish schooner, 51, Francisco Olmeco, 24th July—Manila 18th June, Ballast—Mayer.

NAM-SHUN-CHING, Chinese 3-m. schooner, 445, Loo Light Tong, 25th Sept.—Touzon 8th Sept., Wood—Yong Kee.

N. PENDLETON, American ship, 1,381, J. N. Pendleton, 23rd August—New York 19th April, Kerosene Oil—Sheehan & Co.

RIVER STEAMERS.

Fathian, British steamer, 2,360, W. J. Riaby, Hongkong, Canton, & Macao Steamboat Co.

Hankow, British steamer, 2,335, Lloyd—Butterfield & Swire.

Heuphuan, British steamer, 1,055, Brock—Hongkong, Canton, and Macao Steamboat Co.

Hoi-nam, British steamer, 1,377, G. H. Lafavour—Hongkong, Canton, & Macao Steamboat Co.

Kiang-ping, Chinese steamer, 360, Holmes—Hongkong Merchants S. N. Co.

Kiang-shan, British steamer, 617, W. E. Clarke—Hongkong, Canton, & Macao Steamboat Co.

Kiang-chow, British steamer, 288, Webster—Hongkong, Canton, & Macao Steamboat Co.

Kiang-kan, Chinese steamer, 1,070, Knights—C. M. S.